

DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON, D.C. 20370-5000

IN REPLY REFER TO

BUPERSINST 7220.29
Pers-43C
FEB 24 1997

BUPERS INSTRUCTION 7220.29

From: Chief of Naval Personnel
To: All Ships and Stations

Subj: AVIATION CAREER INCENTIVE PAY (ACIP)

Ref: (a) Section 301a, Title 37, U.S. Code
(b) OPNAVINST 3710.7Q (NOTAL)
(c) Financial Management Regulation, Vol. 7, Pt. A
(DODFMR)
(d) BUPERSINST 1001.39C
(e) MILPERSMAN 1610-020
(f) OPNAVINST 1000.16H
(g) BUPERSINST 1301.40
(h) SECNAVINST 7220.79A

Encl: (1) Monthly Aviation Career Incentive Pay Rates
(2) ACIP Gate Chart
(3) Flight Gate Waiver Letter Format
(4) Definitions

1. Purpose. To provide information, policy, and procedures for administration of the Aviation Career Incentive Pay (ACIP) law for aviation officer personnel. This instruction is a complete revision and should be reviewed in its entirety.

2. Cancellation. NAVMILPERSCOMINST 7220.1A.

3. Background. The aviation pay system of the Armed Forces is authorized by reference (a). Entitlement to ACIP is restricted to those Regular and Reserve Officers who hold, or are in a training syllabus that will lead to, an aeronautical rating or designation and who engage and remain in aviation service on a career basis.

4. Policy. An officer, except a flight surgeon or other medical officer, who is entitled to basic pay; holds an aeronautical rating or designation; and is qualified for aviation service under regulations prescribed by the Secretary of the Navy (SECNAV) as stated in reference (b), is entitled to a continuous

ACIP rate as set forth in enclosure (1). A flight surgeon or other medical officer who is entitled to basic pay; holds an aeronautical rating or designation; and is qualified for aviation service under prescribed regulations, is only entitled to a conditional ACIP rate as set forth in enclosure (1), for the frequent and regular performance of operational flying duty.

a. Aviation Career Screening Gates. Changes to reference (a) have resulted in three distinct screening gate requirements, enclosure (2). An officer's aviation service entry date (ASED) determines which applies.

(1) ASED prior to 3 October 79. An officer in this category must have performed at least 6 years of operational flying (72 months of operational flying (MOF)) within the first 12 years of aviation service for entitlement to continuous ACIP until the next gate at 18 years of aviation service. This officer must perform at least 108 MOF within the first 18 years of aviation service to be entitled to continuous ACIP through 22 years of officer service. This officer must have performed at least 132 MOF within the first 18 years of aviation service for entitlement to continuous ACIP through 25 years of officer service.

(2) ASED is 3 October 79 through 2 October 85. If an officer in this category performed at least 72 MOF prior to 2 October 1991, the requirements outlined in paragraph (1)4a above apply. If an officer in this category had less than 72 MOF on 1 October 1991, the requirements of this paragraph apply. This officer must have performed at least 6 years of operational flying (72 MOF) within the first 12 years of aviation service for entitlement to continuous ACIP until the next gate at 15 years of aviation service. This officer must have performed at least 108 MOF within the first 15 years of aviation service for entitlement to continuous ACIP until the next gate at 18 years of aviation service. This officer must have performed at least 108 MOF within the first 18-years of aviation service for entitlement to continuous ACIP through 22 years of officer service. Additionally, this same officer must have completed at least 132 MOF within the first 18 years of aviation service to be entitled to continuous ACIP through 25 years of officer service.

(3) ASED After 2 October 85. An officer must have performed at least 8 years of operational flying (96 MOF) within the first 12 years of aviation service for entitlement to continuous ACIP until the next gate at 18 years of aviation service. An officer must have performed at least 120 MOF within the first 18 years of aviation service for entitlement to continuous ACIP through 22 years of officer service. An officer who has performed at least 144 MOF within the first 18 years of aviation service is entitled to continuous ACIP through 25 years of officer service.

(4) Waiver of Flight Gate Requirements. The MOF requirements for the 12-year, 15-year, and 18-year screening gates described above may be waived by the Secretary of the Navy. Waivers will be considered in circumstances in which an aviation officer has failed to meet a flight gate due to fulfilling critical non-flying billets. Tours which may serve as a basis for waiving the MOF requirements are limited to the following: joint duty; joint professional military education (JPME) while attending any War College; Washington, DC area tours; Naval Postgraduate School (NPGS); recruiting; aide duty; NPGS subspecialty utilization tour; and disassociated sea tours. In order to be eligible for a waiver, an officer must accumulate a minimum of 6 years (72 MOF) prior to reaching the 12-year gate. This 6-year minimum is a requirement of the law and cannot be waived. Only those officers whose continuous ACIP would be jeopardized prior to reaching 18 years of aviation service are eligible to apply for a waiver of flight gate requirements. A waiver will allow an officer to retain entitlement to continuous ACIP even though the MOF requirement for a gate was not met. The waiver does not add any months of flying to an officer's record. An officer waived for one gate must still meet the MOF requirement of the next gate. A waiver request may be submitted to SECNAV via Chief of Naval Personnel (CHNAVPERS) (Pers-43) no earlier than 3 months prior to the gate, or anytime after the gate has been reached. The format for a waiver request is contained in enclosure (3).

(5) Gate Failure/Conditional ACIP Entitlement. An officer who has failed a gate and/or has not been granted a flight gate waiver is eligible for conditional ACIP until the next gate regardless of the MOF total. Also, an officer who has completed 25 years of officer service is no longer eligible for continuous ACIP. The officer is eligible for conditional ACIP only while performing operational flying, provided that an aeronautical designation is retained and the requirements of references (b) and (c) are met. The officer must be under orders to duty in a flying status involving operational or training flights (DIFOPS) and logged into a billet that is designated XXX1 or XXX2 to be eligible for conditional ACIP or MOF credit.

(6) Flag Officers. A flag officer, O-7 and above, is not entitled to continuous or conditional ACIP after 25 years of officer service. However, such officers may be entitled to Hazardous Duty Incentive Pay (HDIP) under provisions of section 20101 of reference (c).

FEB 24 1997

b. Operational Flying Creditable Toward ACIP Gates. It is Navy policy that only aviation officers who are qualified for, and are performing operational flying on a career basis, will receive credit for operational flying performed under competent orders. Credit will not be granted for any periods during which an officer participated in proficiency flying. Months of operational flying are credited as follows:

(1) Aviation Service Prior to 1 June 1974. All aviation officers, excluding flight surgeons and other medical officers, were credited with months of operational flying by a historical review of appropriate officer records for periods of flying under competent orders, while serving in 13X1 or 13X2 billets in squadrons; aviation training activities; naval air stations; air wing and afloat staffs; aviation ships; Naval Aviation Depot Level Repair Facilities (NADEPs); Military Assistance Advisory Groups (MAAGs); naval missions; and other similar commands and activities including reserve units in which basic flying skills normally are maintained in the performance of assigned duties.

(2) Aviation Service After 1 June 1974. Aeronautically designated officers assigned to those billets identified on the activity's Officer Distribution Control Report (ODCR) and/or Manpower Authorization (MPA) by the billet designator as 12X1, 12X2, 13X1, 13X2, 1511, 1512, 1541, 1542, 2102, 2302, 6321, 6322, 7321 or 7322 will be under DIFOPS orders and accumulate operational flying credit. Aviation officers assigned to billets with a designator other than one of the above will be under duty in a flying status not involving flying (DIFDEN) orders and will not accrue operational flying credit.

(3) Months of Operational Flying. Operational flying duty will be credited in terms of months. Detachments from operational flying duty after the 15th day of any month or assignment to operational flying duty on or before the 15th day of any month entitles an officer to credit for the entire month. The date an officer signs out or otherwise vacates an assignment will be used as the date of the detachment. The next day will be used as the date of assignment to the new duty stations.

(4) Officers with 12 Years But Less Than 18 Years of Aviation Service Prior to 1 June 1974. Aviation officers in this category are presumed to have established their entitlement to continuous ACIP until the 18th year of aviation service. Such officers were credited with historical operational flying credit per paragraph (1)4b in order to establish entitlement to continuous ACIP at the 18-year gate.

(5) Reserve Officers. Policy and procedures relating to Reserve aviation officers on inactive duty are discussed in reference (d).

(6) Duty Involving Flying as a Crew member. Officers, commissioned and warrant, who do not hold an aeronautical rating or designation, but are required to fly as crew members, will request duty involving flying as a crew member (DIFCREW) orders in compliance with article 1321-020 of reference (e). A Nurse Corps Officer (29XX) who has completed United States Air Force (USAF) Flight Nurse courses will be assigned a primary Additional Qualification Designator (AQD), 6AJ. Officers under DIFCREW orders are not entitled to ACIP, but are entitled to HDIP at a rate set forth under reference (c).

c. Aviation Career Incentive Pay Rates. Table 2-1-6 of reference (c) divides the ACIP rates into two phases (see enclosure (1)). Phase I rates cover the period from initial entitlement until 18 years of commissioned service. Phase II rates start when an aviation officer has completed 18 years of officer service and governs the rates until completion of entitlement at the end of the 25th year of officer service. An officer, O-6 and below, who is required to perform operational flying duty and is in an authorized DIFOPS billet after 25 years of officer service, is entitled to monthly incentive pay (conditional ACIP) while assigned to that billet. Computation of Phase I entitlement to ACIP is based on aviation service as an officer:

(1) For members whose aviation service starts as an officer, the computation is from the individual's ASER.

(2) For members whose flight training commences prior to their appointment as an officer, ACIP entitlement, career screening gates, and Phase I and II rates begin from the date of appointment (acceptance and oath of office) as an officer, commissioned or warrant, aviation commissioning date (ACD).

(3) For officers commissioned via the Naval Aviation Cadet program (NAVCADS), who commence flight training before becoming officers, ACIP entitlement, career screening gates and Phase I rates begin with their check-in at the first aviation facility having operational aircraft, in which the NAVCAD receives flight training. This date serves as their ASER. NAVCADS are the only officers authorized to draw ACIP prior to their ACD.

(4) An officer who receives Aviation Continuation Pay (ACP), formerly Aviation Officer Continuation Pay (AOCP), is entitled to the same rate of ACIP as those officers not receiving ACP. This change became effective 1 October 1989.

d. Oceanographers. All flying oceanographer billets were converted to non-flying billets effective 5 October 1993. Officers with a previous aeronautical designation, who retained eligibility for ACIP and became redesignated as an oceanographer prior to 5 October 1993, are entitled to continuous ACIP in accordance with this paragraph. An officer in this category is entitled to all months of operational flying accumulated during the time in which an aeronautical designation was held, and any MOF accrued while serving as a designated oceanographer under DIFOPS orders issued prior to 5 October 1993. An officer in this category is entitled to continuous ACIP to the extent that the aviation gate requirements outlined in section 4a are met.

e. Flight Surgeons and Other Medical Department Officers. Flight surgeons, naval aerospace experimental psychologists, and naval aerospace physiologists who hold aeronautical designators are not entitled to continuous ACIP. Such officers are entitled to conditional ACIP when assigned operational flying (DIFOPS) orders, logged into a billet sequence code of 21X2 or 23X2, and performing frequent and regular flying duties as prescribed in reference (b). Their rate of entitlement to Phase I is based on their ASED. Phase II entitlement rates are governed by their ACD which is a constructive date established in the Bureau of Naval Personnel. Medical officers are not required to meet the aviation gates described in section 4a. Any operational flying accrued is a function of the data processing system and has no effect on ACIP entitlement.

f. Physical Qualifications for ACIP Entitlement. Continued entitlement to ACIP for all aviation officers is contingent upon remaining physically qualified for aviation service. Aeronautically-designated officers on either DIFOPS or DIFDEN orders must fulfill the current flight physical examination requirements contained in the Manual of the Medical Department to remain physically qualified.

g. ACIP Entitlement While Medically Incapacitated. Aviation officers who are medically incapacitated will be considered qualified for aviation service until disqualified on the first day following a period of 365 days that commences on the date of initial incapacitation, or on the date CHNAVPERS determines the medical incapacitation to be permanent, whichever is earlier.

Officers disqualified for medical reasons will not be requalified for aviation service until certified physically qualified by appropriate aviation medical authority. ACIP and months of operational flying will not be authorized for any period during which an officer is disqualified for aviation service. Commanding officers or immediate reporting seniors are responsible for terminating ACIP of those officers who become disqualified for aviation service. ACIP will not be suspended if, during the 365-day period cited above, the aviator is granted a waiver by CHNAVPERS upon recommendation of the Naval Operational Medicine Institute (NAVOPMEDINST).

5. Action

a. Operational Flying Billets on Activity's Officer Distribution Control Report (ODCR). A specific number of operational flying billets (13X1, 13X2, etc.) are reflected on an activity's ODCR. CHNAVPERS issues DIFOPS orders to fill operational flying billets and DIFDEN orders to fill other than operational flying billets and expects the individual to remain in the appropriate billet for the type of orders issued. Failure to comply with this procedure will result in a mismatch of assigned flight status and billet designator code, leading to improper crediting of operational flying. Commanding officers will not assign non-aeronautically designated officers to billets specifically designated as operational flying billets (13X1, 13X2, etc.). If such assignment is necessary, revision of the billet designator code will be requested according to reference (f). During the activity's ODCR validation directed by reference (g), aviation officer's designator allowance code, aviation billet indicator (ABI), and flight status will be verified. Aviation officers with DIFOPS orders must be assigned to a billet which has a designator allowance code of 13X1, 13X2, 12X1, 12X2, 1511, 1512, 1541, 1542, 2102, 2302, 6321, 6322, 7321, or 7322 and an ABI of "A" in order to accumulate operational flying. Individuals with DIFDEN orders must have a designator allowance code of XXX0 and an ABI of "O." In cases where commanding officers desire to assign individuals in a DIFOPS status to other than operational flying billets, or individuals in DIFDEN status to operational flying billets, a request will be submitted by message or letter to CHNAVPERS (Pers-43C). The request will include the individual's name/grade/social security number/designator, present billet sequence code (BSC), requested BSC, present flight status, requested flight status, and effective date. If the billet is not vacant, identical information must be provided for the billet incumbent. Billets that were vacant, or will become vacant, should be so stated in the request.

b. Reporting of Officers in Excess. When an aviation officer is ordered DIFOPS to an operational flying billet that is not vacant and an overlap in a billet incumbency is created, local activities will report both the billet incumbent and the relief under the same BSC in order to provide DIFOPS continuity and preclude assignment of the individual to allowance excess. Failure to comply with this procedure will lead to improper crediting of operational flying duty. Aviation officers undergoing training who are in excess of authorized DIFOPS student billets will be reported under the appropriate student BSC vice 99990.

c. Flight Physical Requirements. Commanding officers and immediate reporting seniors will ensure that all aviation officers under their cognizance meet the flight physical requirements within 30 days of their birthdays or within the time periods prescribed by reference (b). DIFDEN orders DO NOT eliminate the flight physical requirements. Aviation officers who fail to obtain a flight physical within the prescribed time limit or obtain an appropriate waiver per reference (b) will be suspended from flying and the commanding officer or immediate reporting senior will take action to suspend the member's ACIP. Satisfactory completion of the physical examination will be cause for the reinstatement of flying duties and ACIP.

d. Aviation Physiological Qualifications and Water Survival Training. Flight personnel delinquent in meeting the minimum aviation physiological or water survival training requirements or who fail to obtain an appropriate waiver will be suspended from flying and not be entitled to ACIP. NAVCOMPT 3062, orders for hazardous or special duty will be initiated to suspend ACIP entitlement until those qualifications are met.

e. Naval Aviator Evaluation Board Action. Aviation officers whose qualifications for naval aviation are under evaluation, per article 1610-020 of reference (e), will be suspended from all duties involving flying. Commanding officers will take action to suspend ACIP entitlement until a final determination has been made. Suspension will be effective on the date of the first "B" type recommendation.

f. Voluntary Termination of Flight Status. Aviation officers who voluntarily request termination of flight status (VOLTERM) will be suspended immediately from all duties involving flying. The date of suspension of flight status will be the effective date for termination of ACIP. VOLTERM procedures are outlined in article 1610-020 of reference (e).

g. Officer Behavior. When an aviation officer's behavior is so questionable that the status of the officer's future aviation service is uncertain, suspension of ACIP may be imposed by competent authority. The discretion to suspend ACIP for this reason normally will be exercised only after charges have been referred to a general court-martial or after similarly serious charges are filed in the civilian court system. The competent authority exercising such discretion should have a clear articulate basis prior to taking such administrative action. The person who imposes the suspension, or more senior authority, may determine at any time that the officer is qualified and reinstate ACIP as explained in enclosure (4).

h. Change of ACIP status. Commanding officers/immediate reporting seniors are responsible for suspending, terminating, or reinstating ACIP, for officers under their command by submitting NAVCOMPT 3062. The Bureau of Naval Personnel (Pers-432) will be informed of action taken. Failure to comply with these procedures may result in recoupment of all unauthorized ACIP paid to the officer.

i. Transfer/Redesignation. Aviation officers who accept a lateral transfer into a community not entitled to ACIP will have their ACIP terminated upon the detachment from their current DIFOPS tour or 12 months from the date of acceptance whichever is greater.

j. Aviation Continuation Pay (ACP) Entitlement. Aviation officers who have entered an ACP agreement must maintain eligibility for ACIP to remain entitled to continuation pay. Refer to reference (h) and the current implementing NAVADMIN message for further information concerning ACP entitlement.

k. Aviation Officers Eligible for Conditional ACIP. When applicable, commanding officers will establish a monthly flight audit board to determine monthly entitlement to conditional ACIP for officers with an ASI code of C, F, G, I, or J. Officer eligibility for conditional ACIP include: Aviation officers who failed to meet ACIP flight gates and did not receive a waiver; flight surgeons, naval aerospace experimental psychologists and naval aerospace physiologists. To be eligible for conditional ACIP, an officer in this category must be the incumbent of an operational flying billet, possess DIFOPS orders, meet flying requirements per references (b) and (c), and maintain physical qualifications for duty involving flying.

BUPERSINST 7220.29

FEB 24 1997

6. Forms. NAVCOMPT 3062 (8/72), S/N 0104-LF-710-6300, and NAVMED 6410/2 (5/90), S/N 0105-LF-010-1700 may be requisitioned from the Navy Supply System utilizing CD ROM NAVSUP Pub 600 (NLL).

Distribution:

SNDL Parts 1 and 2

MARCORPS Codes PCN 71000000000 and 71000000100

BUPERS (Pers-43C) (50 copies)

Order from:

Naval Inventory Control Point

Cog "I" Material

700 Robbins Avenue

Philadelphia PA 19111-5098

Stocked: 300 copies

MONTHLY AVIATION CAREER INCENTIVE PAY RATES

Monthly incentive rates - rated officers, flight surgeons, and other designated medical officers, as issued in 37 U.S.C. section 301a:

PHASE I

<u>Monthly Rate</u>	Years of Aviation Service (including flight training <u>As an Officer</u>
\$125	2 or less
\$156	over 2
\$188	over 3
\$206	over 4
\$650	over 6

PHASE II

<u>Monthly Rate</u>	Years of Service as an Officer as computed under <u>37 U.S.C. 205</u>
\$585	over 18
\$495	over 20
\$385	over 22
\$250	over 25

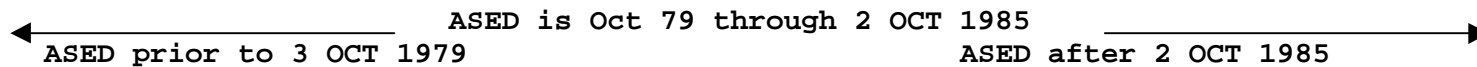
NOTES:

1. An officer with more than 18 years of officer service and less than 6 years of aviation service is entitled to Phase I rates.

2. Entitlement to continuous ACIP will cease for an officer upon completion of 25 years of service as an officer, but such an officer in paygrade 0-6 or below remains entitled to conditional ACIP for the performance of operational flying duty.

3. An 0-7 with less than 25 years of officer service is entitled to continuous ACIP, but at a rate not to exceed \$200 per month. An 0-8 or above with less than 25 years of officer service is entitled to continuous ACIP, but at a rate not to exceed \$206 per month.

ACIP GATE CHART



old gate system

ASI	YRS FROM ASED (GATE)	MOF	*CONTINUOUS ACIP THRU
B	12	72	18
E	18	108	22
D	18	132	25

new gate system

ASI	YRS FROM ASED (GATE)	MOF	*CONTINUOUS ACIP THRU
O	12	96	18
P	18	120	22
Q	18	144	25

transitional gate system

ASI	YRS FROM ASED (GATE)	MOF	*CONTINUOUS ACIP THRU
S	12	72	15
T	15	108	18
E	18	108	22
D	18	132	25

NOTES:

1. If your ASED is prior to 3 Oct 79 or had 6 years or greater of flying on 1 Oct 91 (ASED is 3 Oct 79 through 2 Oct 85), you qualify for continuous ACIP under the old gate system.
2. If you had less than 6 years of flying on 1 Oct 91 and your ASED is between 1 Oct 79 and 2 Oct 85, you must complete 9 years of flying prior to 15 years of aviation service to qualify for continuous ACIP under the transitional gate system.
3. If your ASED is after 2 Oct 85, use the new gate system.

*Note: Continuous ACIP is paid thru an officer's total years of officer service.

FLIGHT GATE WAIVER LETTER FORMAT

Date

From: Name, Rank, SSN/DESIG
To: Secretary of the Navy
Via: Chief of Naval Personnel (PERS-43)

Subj: REQUEST FOR WAIVER OF AVIATION CAREER INCENTIVE PAY (ACIP)
MONTHS OF FLYING (MOF) REQUIREMENT

Ref: (a) BUPERSINST 7220.29

1. In accordance with reference (a), I respectfully request a waiver of the months of flying requirement for the __ year flight gate. The following career data is provided:

a. Aviation Commissioning Date (ACD):

b. Aviation Service Entry Date (ASED):

c. Total MOF performed:

d. Summary of tours under DIFOPS orders:

(1) VT-X	Mar 83 - Apr 84
(2) VP-XX	May 84 - Oct 84
(3) VP-XX	Nov 84 - Dec 87
(4) VP-XX	Jan 93 - present

e. Summary of tours under DIFDEN orders:

(1) NPGS	Jan 88 - Dec 89
(2) CVN-XX (disassociated)	Jan 90 - Dec 92

2. I understand that a waiver, if granted:

- (a) will preserve my entitlement to continuous ACIP until I reach my next flight gate.
- (b) does not add any months of flying to my record; and
- (c) does not relieve me from meeting the total MOF requirement of my next flight gate.

3. My DSN number is XXX-XXXX.

Very Respectfully,

SIGNATURE BLOCK

Enclosure (3)

DEFINITIONS

In the discussion of Aviation Career Incentive Pay (ACIP), the following definitions and abbreviations apply:

a. Aviation Billet Indicator (ABI). A one-character alphanumeric code which indicates an aviation officer's present flying status:

A	-	DIFOPS
O	-	DIFDEN
BLANK	-	DUTY

b. Aviation Career Incentive Pay (ACIP). The monetary entitlement for performing aviation service on a career basis.

c. Aviation Commission Date (ACD). A constructive date to indicate total officer service, commissioned or warrant, active and/or inactive, from any uniformed military service. It is constructed from the date the officers accepted their initial appointment (signed the acceptance and oath of office), excluding periods of time during which Regular or Reserve appointment was not held. Phase II rates are based on the ACD.

Example: Conditional ACIP after 25 years

ACD = 710723
+ 25
960723 Conditional ACIP begins

d. Aviation Facility Having Aircraft. As used in the definition of Aviation Service Entry Date (ASED), this phrase denotes custodianship and applies to the training squadron where the officer commences flight training.

e. Aviation Officer

(1) An officer who is in training for, or designated as a naval aviator, naval flight officer, naval flight surgeon, naval aerospace experimental psychologist, or naval aerospace physiologist. All other officers who may be required to fly in the performance of their duties may request DIFCREW orders per reference (e).

(2) To meet the parameters of ACIP entitlement as set forth in this instruction, the officers defined above must also be engaged in aviation service on a career basis, possess a current aeronautical designation (131X, 132X, 137X, 139X, 123X, 124X, 151X, 154X, 210X, 230X, 632X, or 732X), be assigned by competent orders to duty in a flying status (DIFOPS or DIFDEN) and be physically qualified for aviation service.

f. Aviation Service Entry Date (ASED). The date an officer first reports on competent orders to the aviation facility having aircraft in which the officer will receive flight training leading directly to the award of an aeronautical designation. ASED will be adjusted for periods during which a regular or reserve appointment and/or aeronautical designation was not held.

Example: ASED for pilots will reflect the date they reported to VT squadron at which they received basic flight training.

Example: ASED for NFOs will reflect the date they reported to VT 10.

g. Aviation Service Indicator (ASI). A one character code which indicates an aviation officer's ACIP entitlement status (listed on ODCR and ODC per NAVPERS 15839E, Vol II).

<u>Code</u>	<u>Definition</u>
A	Continuous ACIP (0 to 12 years) - An aeronautically-designated officer with an ASED prior to 3 Oct 79 or an aeronautically-designated officer whose ASED is 3 Oct 79 through 2 Oct 85 who had completed at least 72 MOF before 2 Oct 91.
B	Continuous ACIP (12 to 18 years) - An aeronautically-designated officer with 12 to 18 years of aviation service who has met all criteria for code A and has completed at least 72 MOF prior to 12 years of aviation service.
C	Conditional ACIP (12 to 18 years) - An aeronautically-designated officer with 12 to 18 years of aviation service who has not performed the required MOF outlined for codes B or T. NOTE: To be entitled to receive ACIP this officer must: (1) meet DoD Pay Manual flying requirements of 4 hours per month and (2) be under DIFOPS orders and (3) be in an operational flying billet (billet designator ending in 1 or 2.)
D	Continuous ACIP (18 to 25 years) - An aeronautically-designated officer with from 18 to 25 years of aviation service who has met all criteria for code B and subsequently completed 132 MOF prior to 18 years of aviation service.

- E Continuous ACIP (18 to 22 years) - An aeronautically-designated officer with from 18 to 22 years of aviation service who has met all criteria for code B and subsequently completed at least 108, but less than 132 MOF, prior to 18 years of aviation service.
- F Conditional ACIP (over 18 years) - An aeronautically-designated officer with from 18 to 22 years of aviation service who has met all criteria of code B, but did not complete at least 108 MOF prior to 18 years of aviation service. (NOTE: Under code C applies here).
- G Conditional ACIP (over 22 years) - An aeronautically-designated officer who has met all criteria of code E and has reached 22 years of commissioned service. NOTE: Under code C applies here).
- H ACIP Terminated - An aeronautically-designated officer who has been promoted to the paygrade of 0-7 or above and has reached 25 years of commissioned service.
- I Conditional ACIP (over 25 years) - An aeronautically-designated officer who has met all criteria of code D and has reached 25 years of commissioned service. (NOTE: Under code C applies here).
- J Conditional ACIP - Designated flight surgeons, Aerospace medical physiologists, and aerospace physiologists. These officers have completed a course of study in aerospace medicine and are entitled to conditional ACIP only. (NOTE: Under code C applies Here).
- K ACIP Termination - An aeronautically-designated officer who has had flight status temporarily terminated due to medical incapacitation.
- L ACIP Termination - A previously aeronautically-designated officer who has had flight status permanently terminated through attrition, voluntary Termination, or Naval Aviator Evaluation Board.
- M ACIP Terminated - An aeronautically-designated officer who has had flight status permanently terminated due to medical incapacitation.

FEB 24 1997

- N Continuous ACIP (0 to 12 years) - An aeronautically-designated officer or aviation student with ASED on or after 1 Oct 85 with less than 12 years of aviation service.
- O Continuous ACIP (12 to 18 years) - An aeronautically-designated officer with from 12 to 18 years of aviation service who has met all criteria for code N and has completed at least 096 MOF prior to 12 years of aviation service.
- P Continuous ACIP (18 to 25 years) - An aeronautically-designated officer with from 18 to 25 years of aviation service who has met all criteria for code O or T and completed 144 MOF prior to 18 years of aviation service.
- Q Continuous ACIP (18 to 22 years) - An aeronautically-designated officer with from 18 to 22 years of aviation service who has met all criteria for code O or T and completed at least 120, but less than 144 MOF, prior to 18 years of aviation service.
- R Continuous ACIP (0 to 12 years) - An aeronautically-designated officer with ASED prior to 1 Oct 85 who had less than 72 MOF as of 1 Oct 91.
- S Continuous ACIP (12 to 18 years) - An aeronautically-designated officer with from 12 to 15 years of aviation service who has met all criteria for code R and completed 72 MOF prior to 12 years of aviation service.
- T Continuous ACIP (12 to 18 years) - An aeronautically-designated officer with from 15 to 18 years of aviation service who has met all criteria for code S and completed 108 MOF prior to 15 years of aviation service.

h. Conditional ACIP. A monetary entitlement paid on a monthly basis to aviation officers on DIFOPS orders, in an operationally coded flying billet, not entitled to continuous ACIP, and who have met the flying requirements per references (b) and (c).

i. Competent Authority. The commanding officer/immediate reporting senior or higher in the chain of command and/or CNP.

j. Duty in a Flying Status not Involving Flying (DIFDEN). All aviation officers assigned to other than operationally coded billets (XXX0). Operational flying is denied unless a waiver is approved by the Chief of Naval Operations (CNO) (N889J3).

k. Duty in a Flying Status Involving Operational or Training Flights (DIFOPS). All aviation officers assigned to operational flying coded billets (12X1, 12X2, 13X1, 13X2, 1511, 1512, 1541, 1542, 2102, 2302, 632X, or 732X). (NAVPERS 15839E, Volume I).

l. Disqualification from Aviation Service for Medical Incapacitation. If medical incapacitation continues past a period of 365 days commencing on the date of initial incapacitation, or if such incapacitation is determined by CNP to be permanent, the officer shall be declared not qualified for aviation service and entitlements to ACIP shall cease on the first day following such 365 days or on the date Bureau of Naval Personnel (BUPERS) determines the medical incapacitation to be permanent, whichever is earlier. ACIP eligibility is restored in two ways: The aviator is designated as physically qualified (PQ); or a waiver of physical standards is granted by CHNAVPERS.

m. Gates. Aviation career screening points established at the 12th, 15th, and 18th year of aviation service, based on the date an officer first became eligible for ACIP. Aviation officers acquired through interservice transfers with prior aviation service shall notify BUPERS (Pers-432T) of such existence as this time is creditable towards aviation gates.

n. Medical Authority. Any medical examiner may "ground" an aviator. However, to be returned to a flight status requires a minimum of a flight surgeon's evaluation. In the case of extensive and/or severe physical maladies a current flight physical shall be submitted to Naval Operational Medicine Institute (NAVOPMEDINST) (Code 42), who acts on behalf of the Chief, Bureau of Medicine and Surgery (BUMED), who will subsequently make a recommendation to CHNAVPERS.

o. Medical Incapacitation. An aviation officer is considered medically incapacitated when applicable medical standards outlined in the Manual of the Medical Department, are not met. Grounding may occur as follows:

(1) NAVMED 6410/2, Grounding Notice issued.

(2) NAVOPMEDINST determines Not Physically Qualified (NPQ) or Not Aeronautically Adapted (NAA) upon reviewing annual flight physical.

- (3) Limited Duty by a Medical Board.
- (4) Admittance to medical facility for treatment.
- (5) As determined by CHNAVPERS.

NOTE: An aviator placed in Limited Duty status can only be returned to flight status by successfully completing a flight physical examination after being returned to full duty by medical board action.

p. Waivers. Waiver requests for physical defects or use of medication should be addressed to BUPERS (Pers-43C) via the commanding officer and NAVOPMEDINST (Code 42) with the examining medical officer's evaluation and current flight physical.

q. Months of Operational Flying (MOF). Operational flying credit, in months, acquired by aviation officers while performing operational flying duty, in accordance to paragraph 4b of the basic instruction, that count toward meeting ACIP gate requirements. The Officer Master File (OMF) is programmed to automatically track MOF. The activity's ODCR and the individual's ODC reflect all of the ACIP data. It is stressed that it is the member's responsibility to verify MOF.

r. Operational Flying. That flying performed under competent orders by designated officers while serving assignments in which basic flying skills are normally maintained in the performance of assigned duties as determined by the Secretary of the Navy, and flying performed by officers in flight training that leads to the award of an aeronautical designation.

s. Proficiency Flying. Flying performed under competent orders by designated officers while serving in assignments in which flying skills would normally not be maintained in the performance of assigned duties. Proficiency flying does not accrue MOF and was terminated 1 October 1976.

t. Suspension From ACIP. Suspension is an administrative action which may be taken under certain circumstances to prevent an officer otherwise entitled to ACIP from receiving such pay. The suspension may be imposed by the commanding officer/immediate reporting senior or higher in the chain of command and/or BUPERS. Payment will cease on the date of the suspension. If the suspension is removed or terminated, an officer entitled to continuous ACIP is entitled to ACIP for the entire period of suspension. If the officer is found disqualified, then ACIP is

terminated effective on the date of suspension. Officers entitled to conditional ACIP must meet the requirements of references (b) and (c) to qualify for ACIP during a period of suspension. Normally, suspension of ACIP is coincidental to suspension of flying duties. BUPERS (Pers-43C) should be notified of any suspension action taken.

u. Termination of ACIP. Termination of ACIP is an administrative action to cease all ACIP entitlement when an aviation officer has been disqualified for aviation service. BUPERS (Pers-43C) shall be notified of any termination action taken.